

# Louisiana Statewide Transportation Plan



## *Overview and Status of Update*

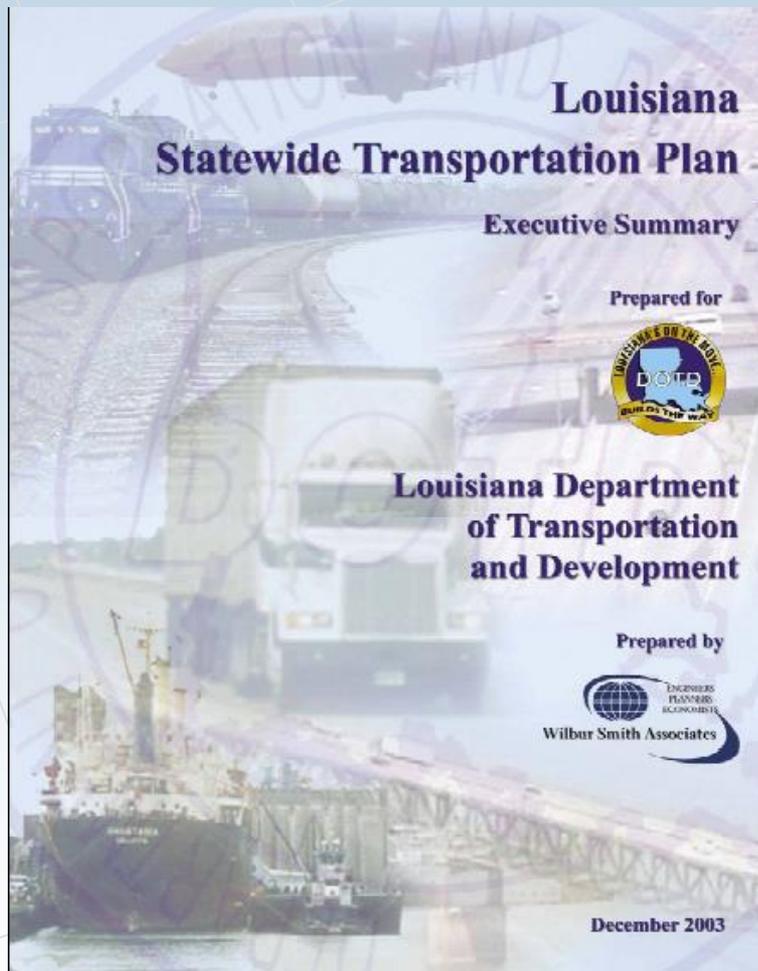
March 13, 2014

**CDM  
Smith**

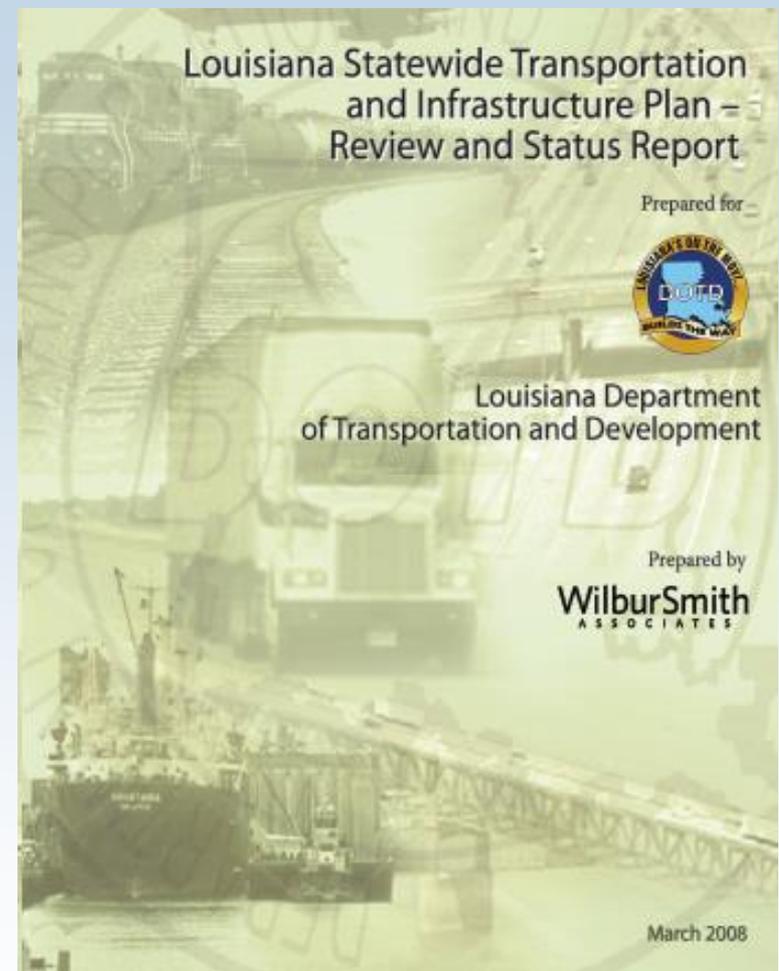
# Agenda

- **Statewide Transportation Plan Overview**
  - History
  - Contents
- **Update Process**
  - Legislative and Public Surveys
  - Possible Futures
  - Vision/Goals
  - Technical Analyses
  - Stakeholder Input
- **Financial Scenarios**
- **Transportation Needs**
- **Decision-Making Process**
- **Schedule**

## Current Plan adopted in 2003



## Review and Status Report in 2008



Covers all modes – freight and passenger. Economic growth is a major driver.

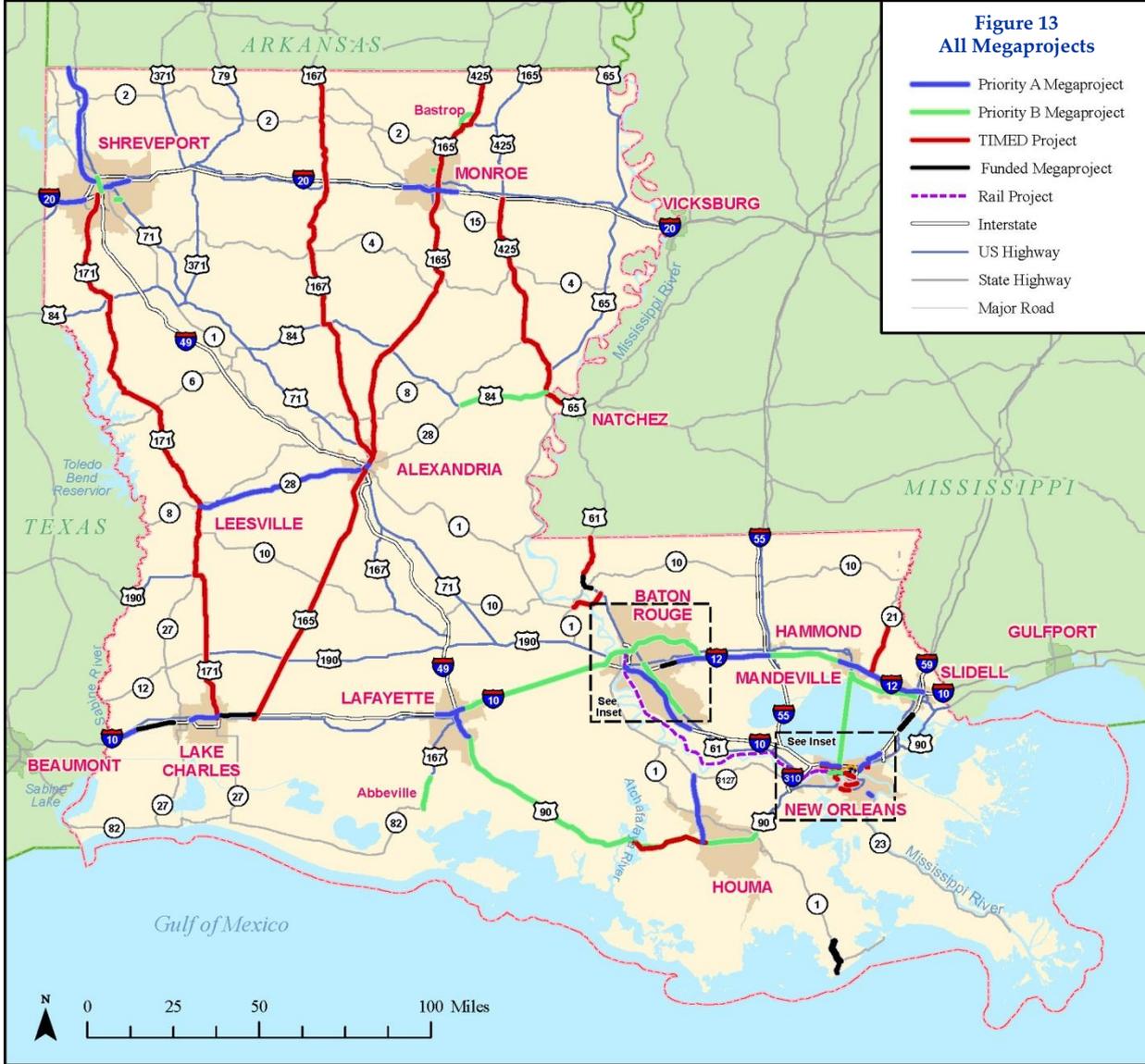
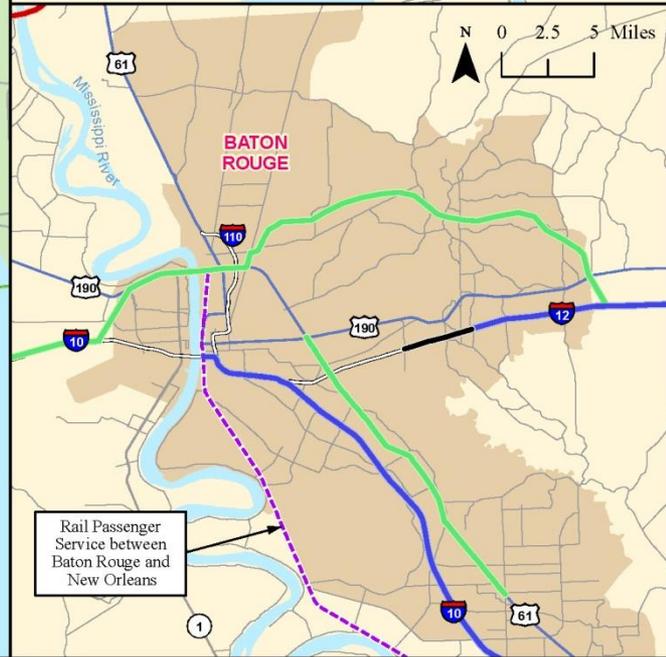
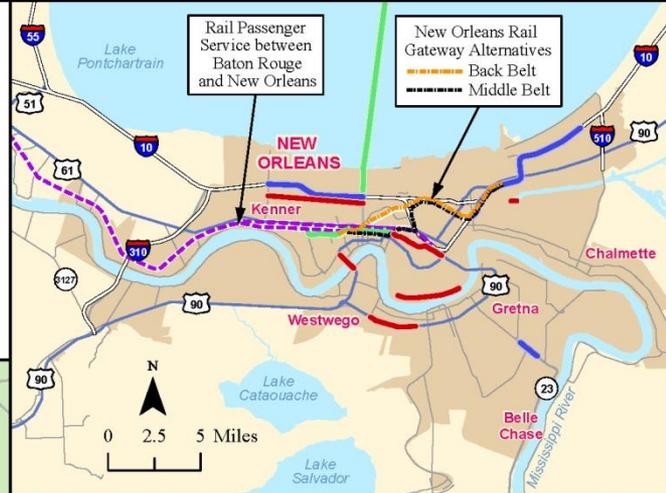
# Contents of the Statewide Transportation Plan

- **Policy Actions** (e.g., port hours of operation)
- **Programs** (e.g., highway asset management, operations, safety, small capacity; ports; airports; transit; bike/ped; rail; intermodal connectors; local programs)
- **Megaprojects** (large, high-cost projects such as Interstate widenings, major bridge replacements, etc.)
- **Stand-Alone Plans** (incorporated within or referenced/coordinated with)
  - **Asset Management**
  - **Aviation**
  - **Freight (all modes)**
  - **LA International Commerce Master Plan**
  - **Rail (freight and passenger)**
  - **Strategic Highway Safety Plan**

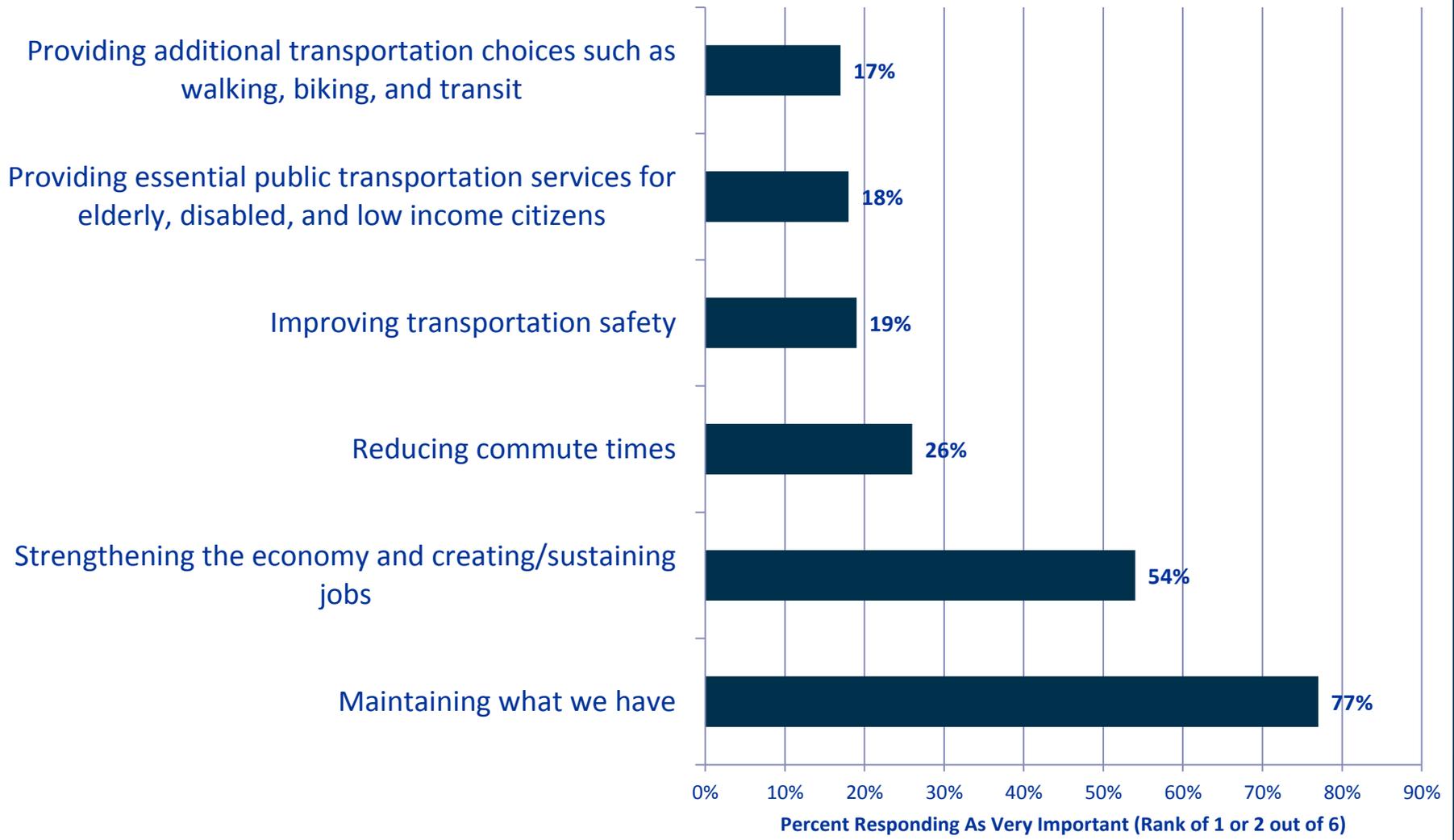
# From 2008 Louisiana Statewide Transportation Plan Review and Status Report

**Figure 13**  
**All Megaprojects**

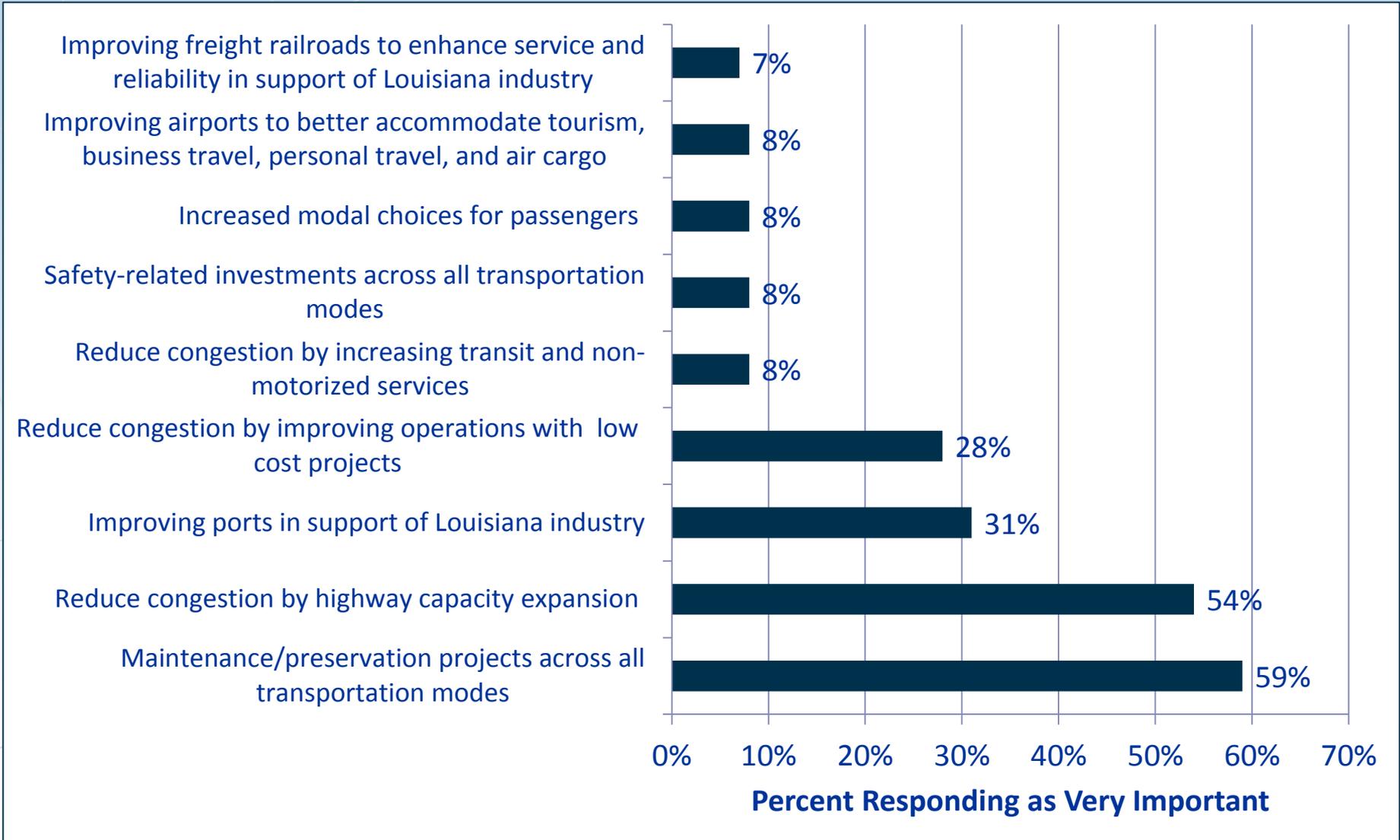
- Priority A Megaproject
- Priority B Megaproject
- TIMED Project
- Funded Megaproject
- Rail Project
- Interstate
- US Highway
- State Highway
- Major Road



# Legislative Questionnaire – Where Funding Should Go



# Legislative Questionnaire – Type Projects Most Needed



# Legislative Questionnaire – Feasible Funding Options

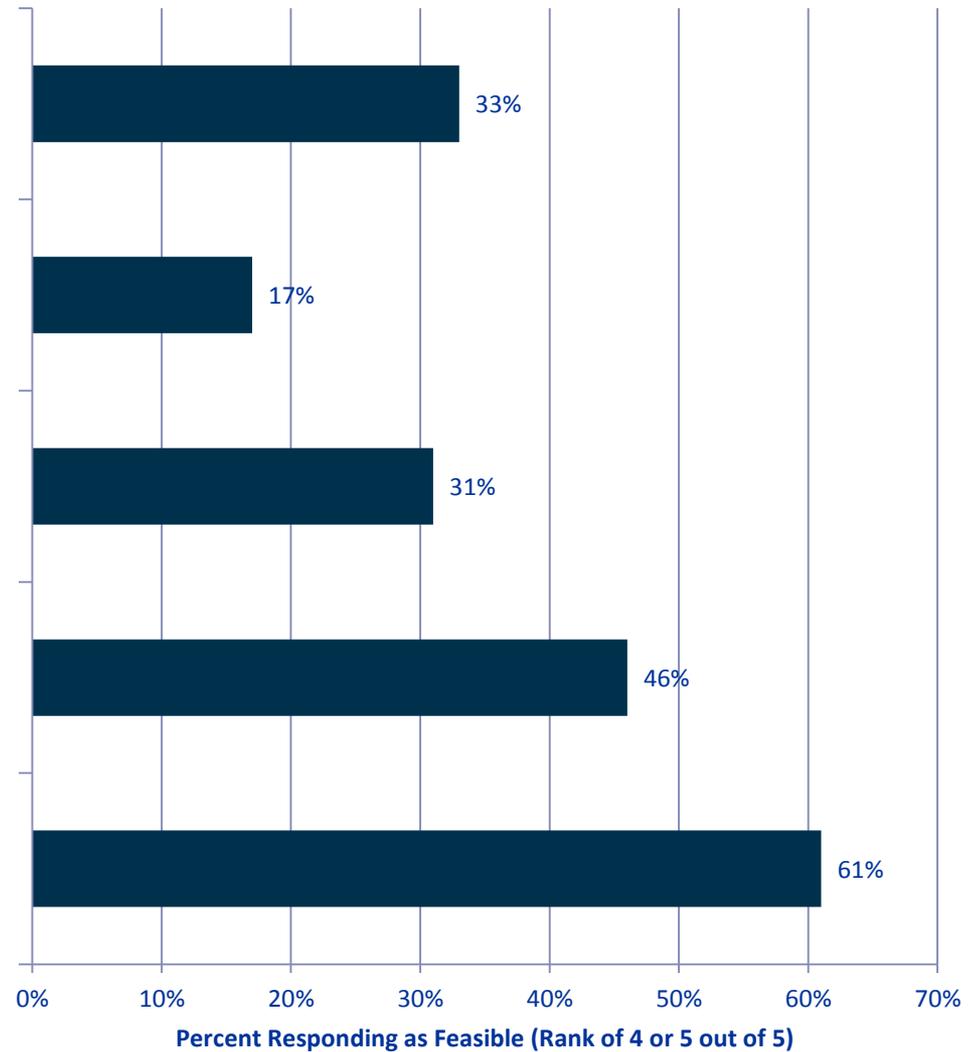
Other (responses included increase in state gas tax, public-private partnerships, more effective spending)

Reducing other state expenditures, such as higher education, health care, etc., to allow greater expenditures in transportation

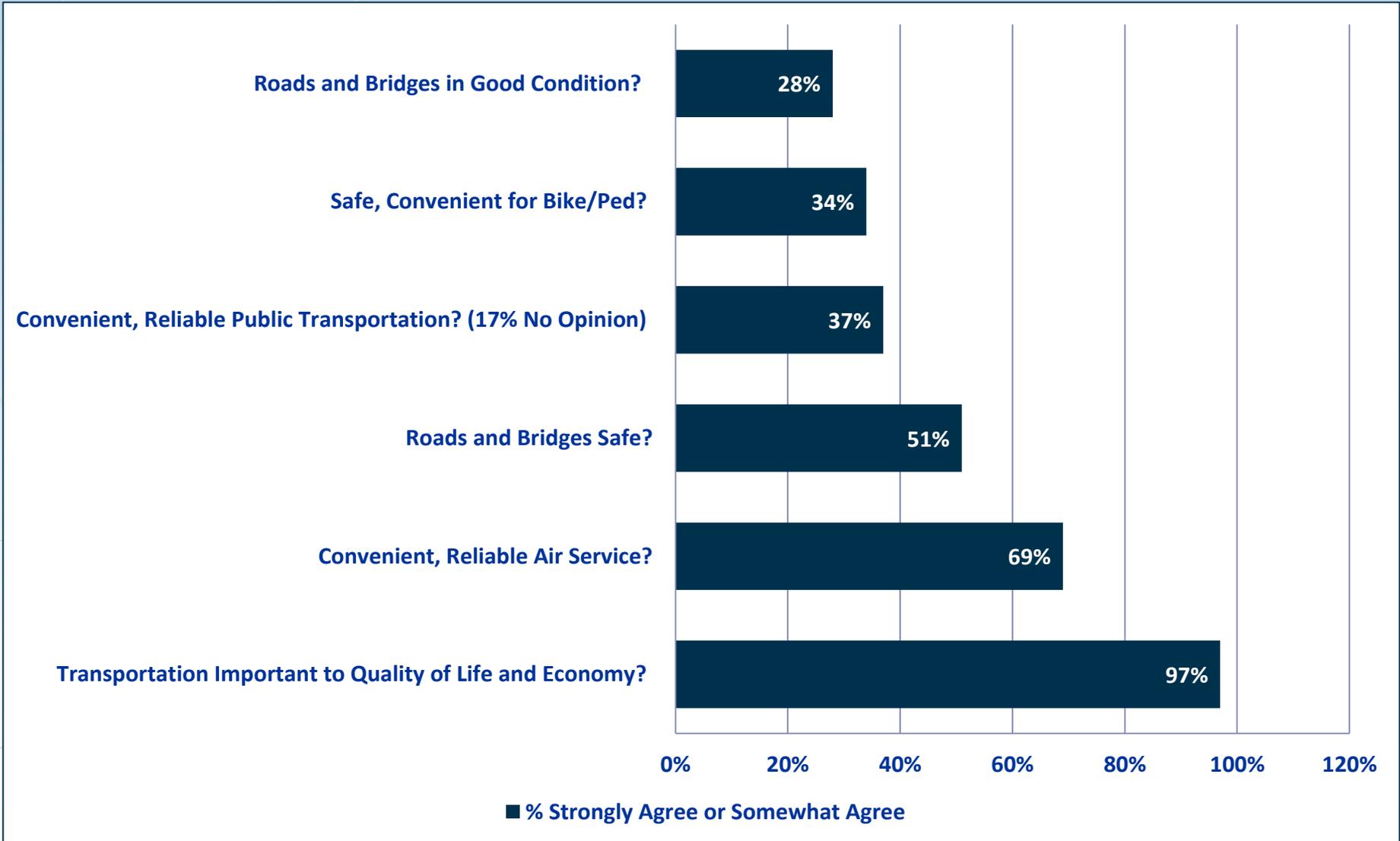
Local option taxes/fees

Savings from outsourcing/privatizing state services

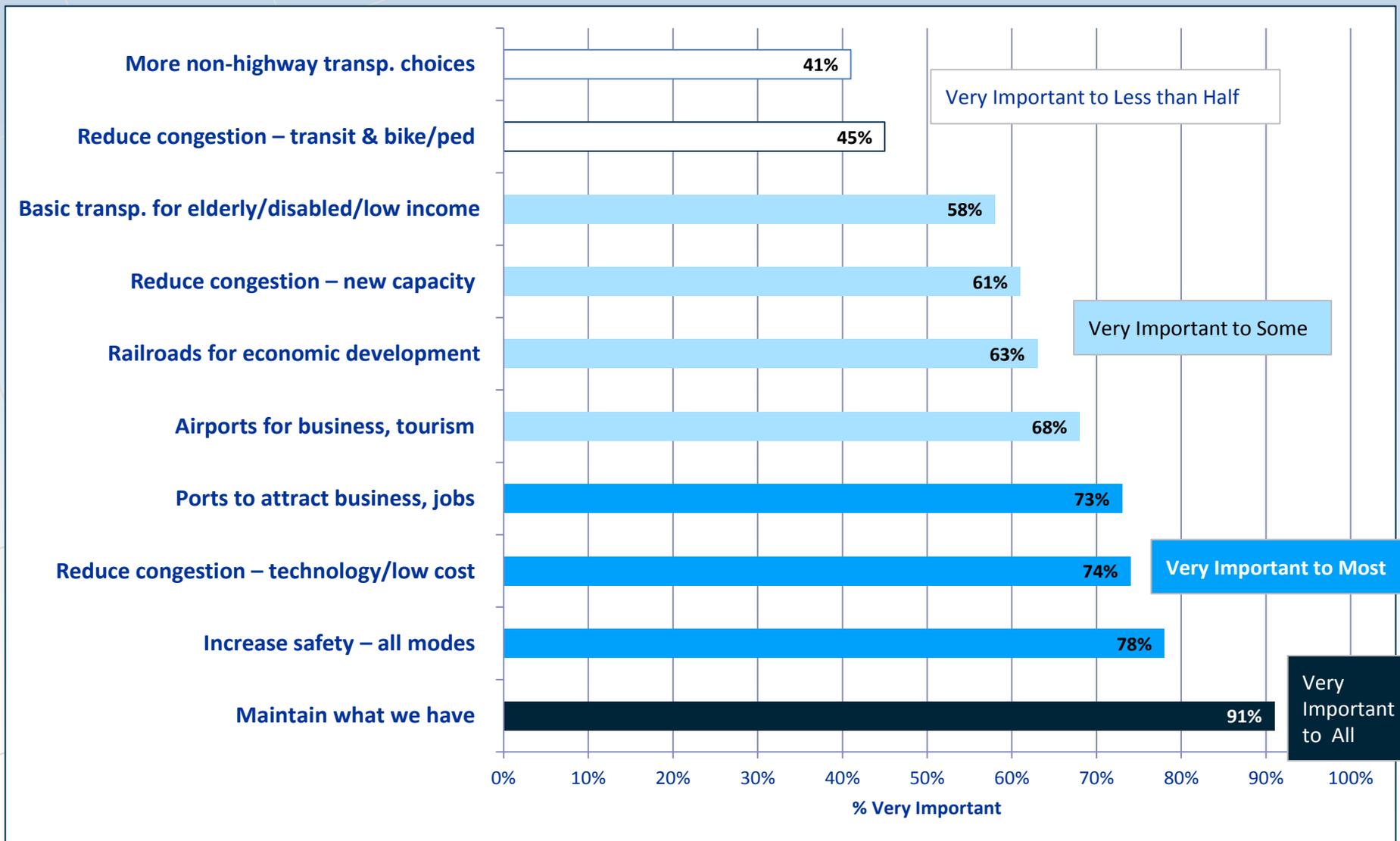
Tolls approved by local voters



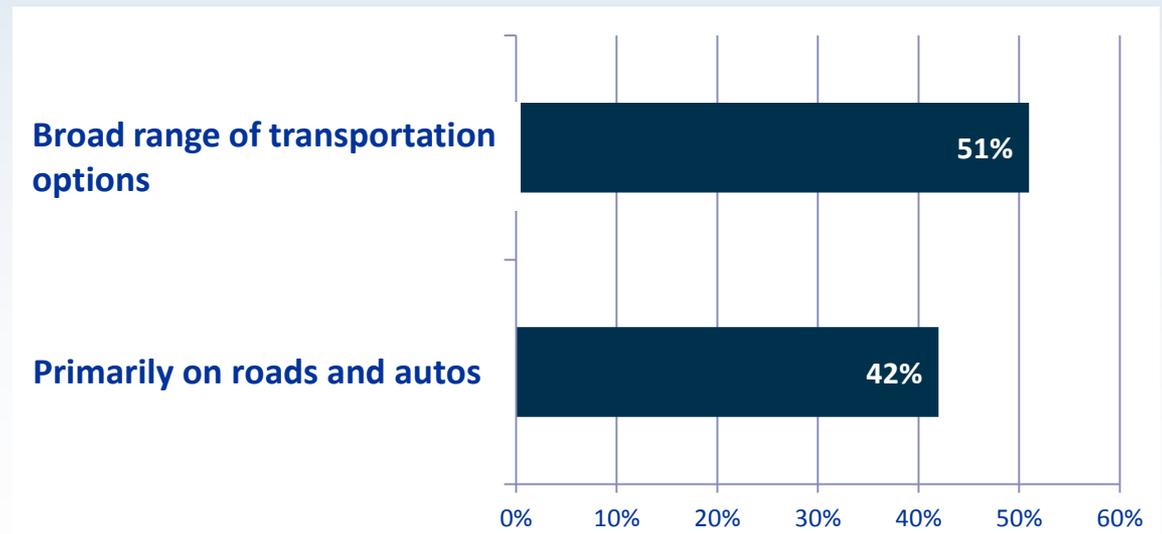
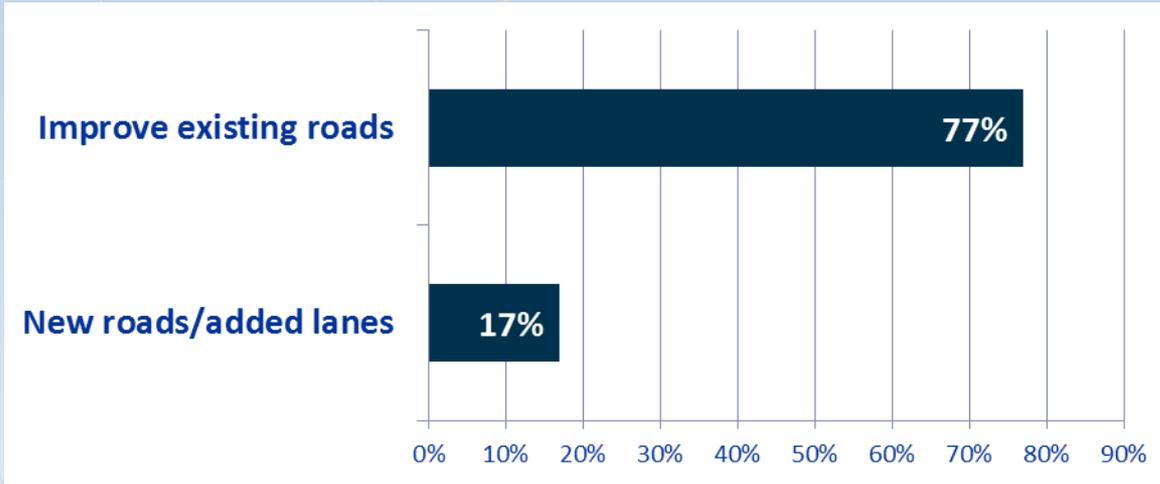
# Public Survey – Broad Impressions



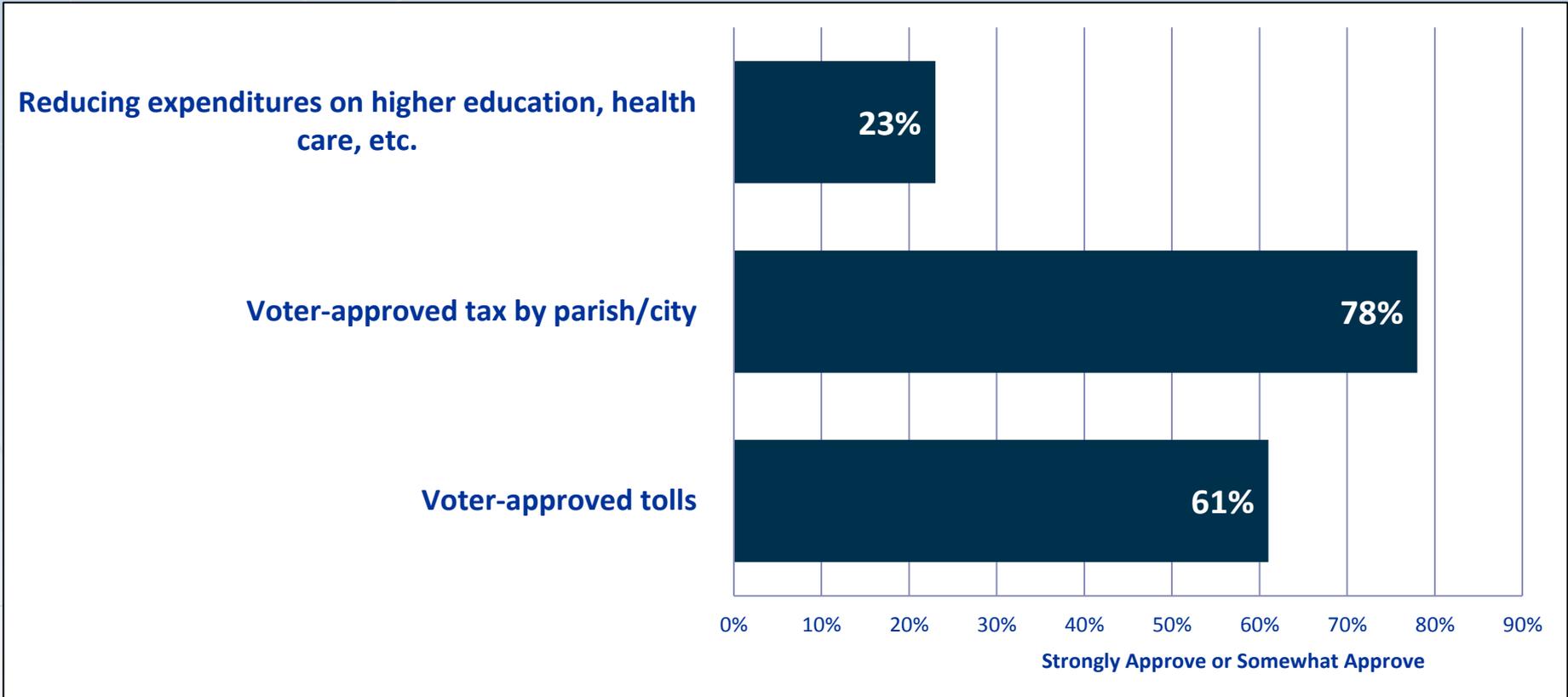
# Public Survey – Importance of Investments



# Public Survey – Priorities



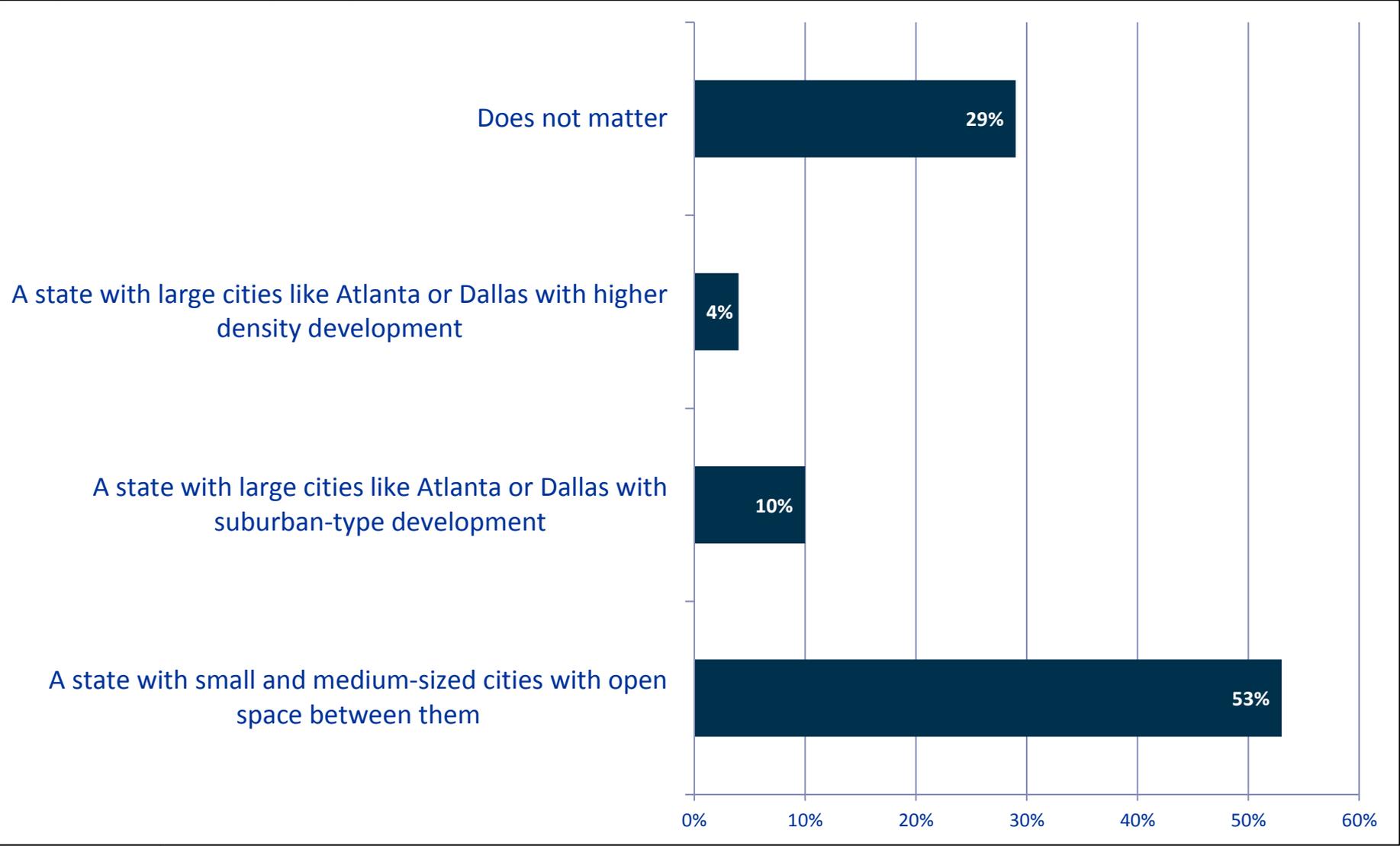
# Public Survey – Revenue Options



Opened ended question on how to pay for projects (in addition to above):

- #1 response – no other ideas (51%)
- #2 response – more effective spending (18%)
- #3 response – some sort of taxes/fees (14%)

# Public Survey – Future Land Use Patterns



# Possible Futures

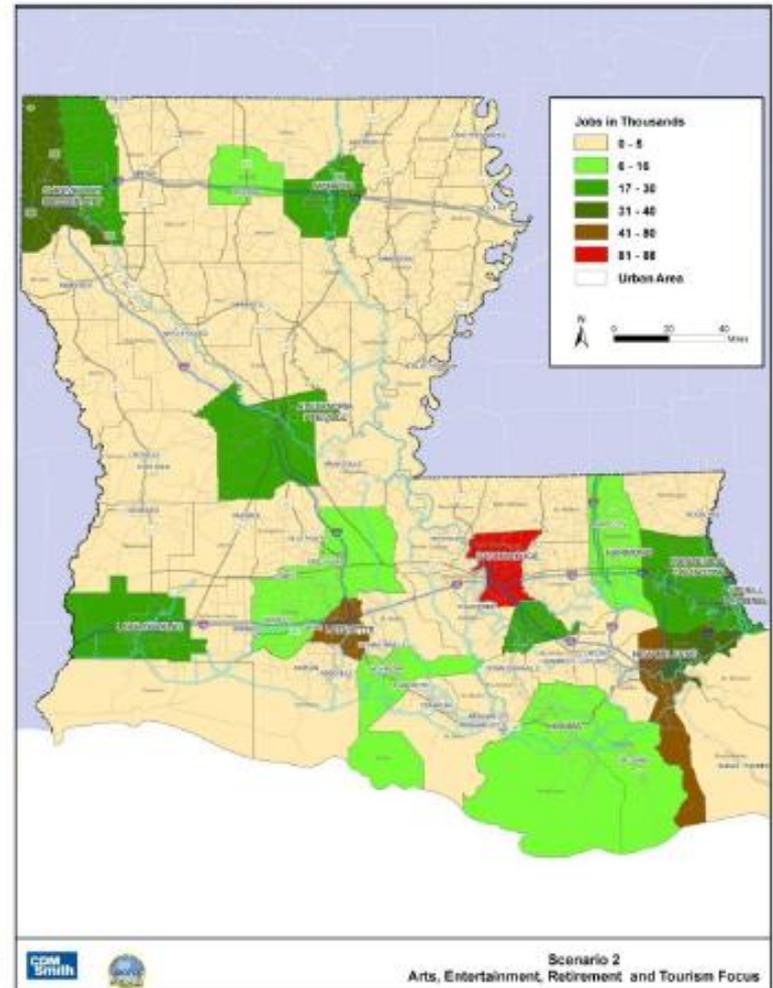
- Economic Scenarios
- Land Use Scenarios



# Arts, Entertainment, Retirement, and Tourism Focus

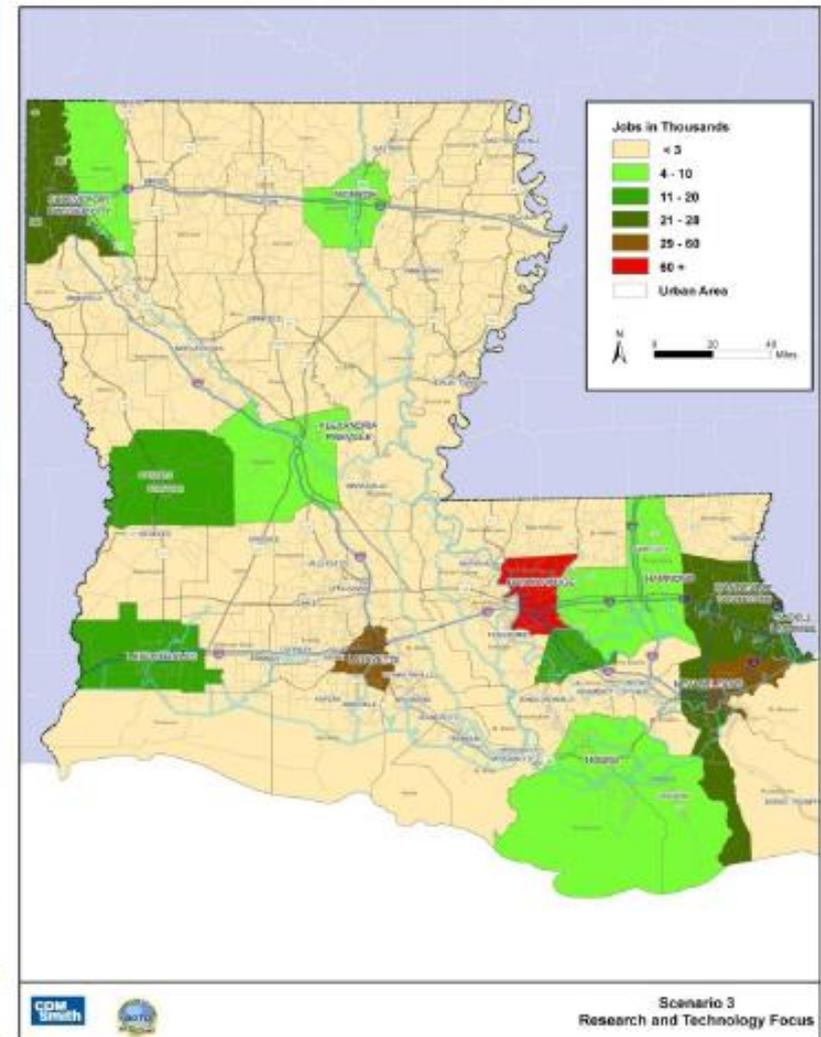


Arts, Entertainment, Health Jobs 2040



# Research and Technology Focus

Tech Jobs 2040

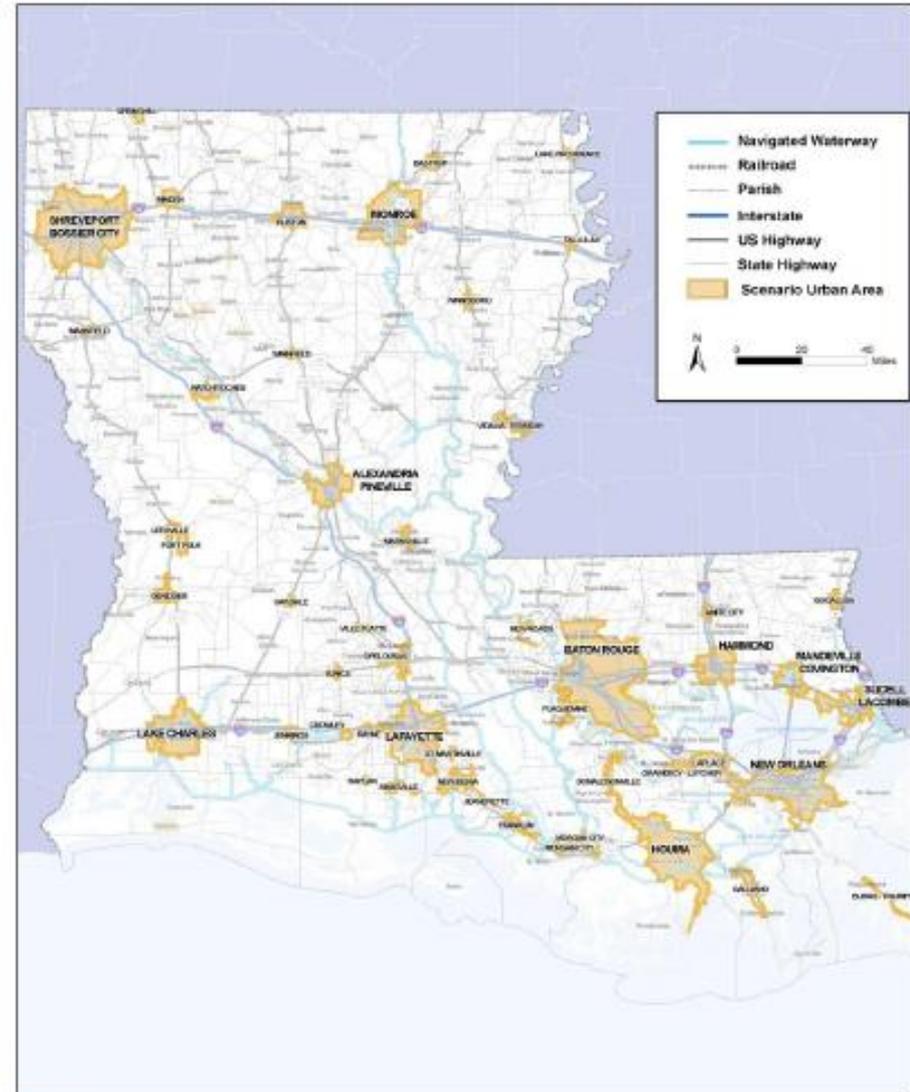


# Scenario Summary

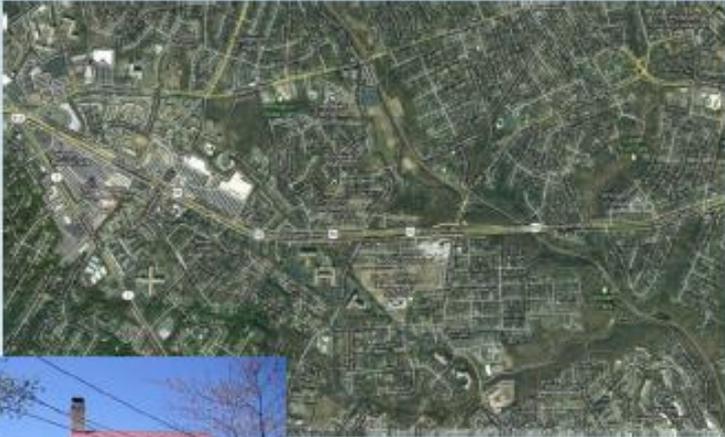
	<b>1- Extractive and Resource Industry Focus</b>	<b>2- Arts, Entertainment, Retirement and Tourism Focus</b>	<b>3- Research and Technology Focus</b>
Description	Oil, gas, agriculture development	Festivals, amenities for seniors, new tourism attractions	University-research, hi-tech, coastal management
Relationship to Population Centers	Mostly separated	Mostly integrated	Mix of integrated and separated
Employment Density	Lower density, overall	Increases slightly, overall	Increases more



# Status Quo - Continued expansion of suburban development patterns



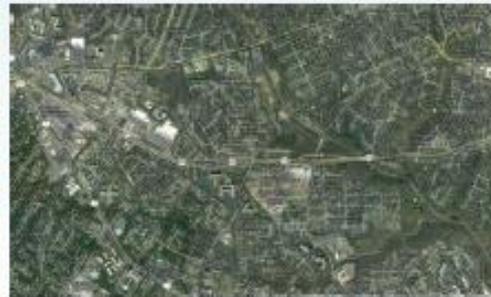
# Town Centers- Development focused in centers of urban areas (10k +)





# Scenario Summary

	<b>1- Status Quo</b>	<b>2- Town Centers</b>	<b>3- Urban Centers</b>
Development Type	More suburban development in many areas	More development within centers of areas (10K +)	Most development within largest urbanized areas (50K+)
Urban Boundary	Expands outward	Stays the same	Could decrease
Population Density	Lower density, overall	Increases slightly, overall	Increases more



# Visioning Workshop – Key Outcomes

- **Land Use**
  - Most likely scenario is status quo of continued suburban development BUT preferred scenario is Town Centers with growth in small to mid-size cities and towns with quality green space in-between except for New Orleans that has growth concentrated in the urban area
- **Economic Development**
  - Preferred scenario is continuation of focus on extractive and resource industries (a current focus in the state), but with more emphasis on arts/retirement/tourism as well as research/technology developments
- **Policy Shift**
  - The preferred scenarios require changes in public policy and state/federal/local cooperation
- **Goals**
  - Streamline existing 7 goals and 49 objectives

# Draft Vision and Goals

- Vision:

- **Mostly small and medium-sized communities** with quality open space in-between
- But also **higher-growth, dense, compact urban areas** such as New Orleans
- Support **extractive and resource industries**, a major economic driver in the state
- Consider and support the potential for increased economic activity associated with **arts, entertainment, retirement and tourism as well as a research & technology**

- Goals:

- Infrastructure Preservation and Maintenance
- Safety
- Economic Competitiveness
- Community Development and Enhancement
- Environmental Stewardship

# Draft Goals and Objectives

## Infrastructure Preservation and Maintenance

*Preserve Louisiana's multimodal infrastructure in a state of good repair through timely maintenance of existing infrastructure*

### Objectives

- Keep Louisiana's highway pavement in good condition
- Keep Louisiana's bridges in good condition
- Keep Louisiana's other highway-related assets in good condition
- Assist modal partners in achieving state-of-good repair for transit, port, and aviation facilities

## Safety

*Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness*

### Objectives

- Reduce number and rate of highway-related fatalities and injuries
- Reduce number of highway crashes
- Reduce number of pedestrian and bicycle accidents
- Assist modal partners in achieving safe and secure transit, port, and aviation facilities

# Draft Goals and Objectives (cont.)

## Economic Competitiveness

*Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism*

### Objectives

- Improve level of service of freight transportation throughout Louisiana
- Improve access to intermodal facilities and the efficiency of intermodal transfers
- Provide predictable, reliable travel times throughout Louisiana
- Improve connectivity between town centers and urban areas throughout Louisiana

## Environmental Stewardship

*Ensure transportation policies and investments are sensitive to Louisiana's environmental issues*

### Objectives

- Minimize the environmental impacts of building, maintaining and operating the state transportation system
- Comply with all federal and state environmental regulations

# Draft Goals and Objectives (cont.)

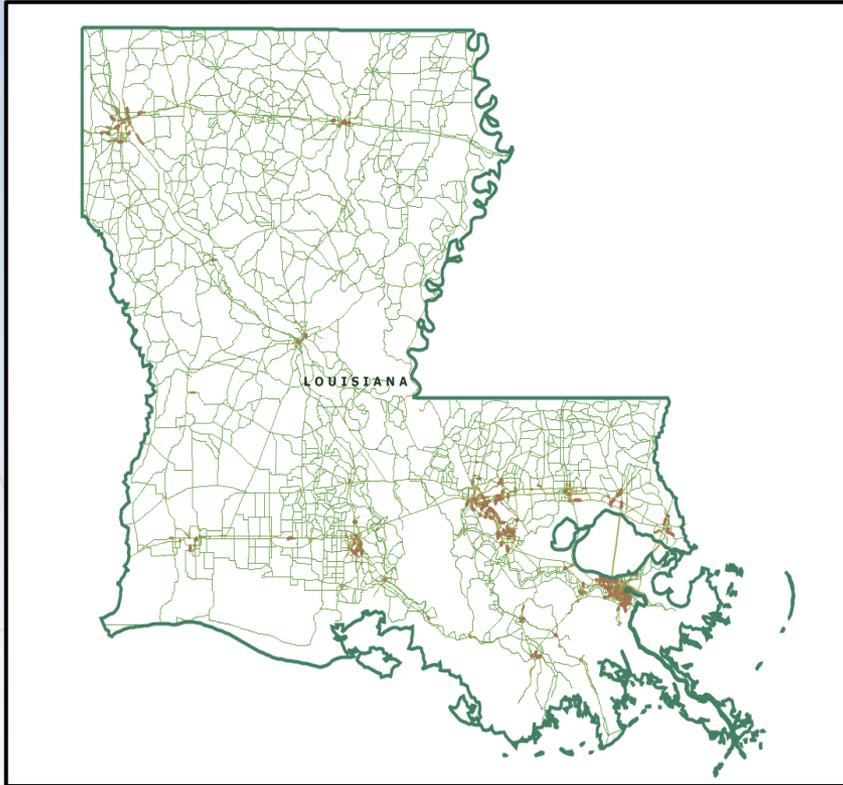
## Community Development and Enhancement

*Provide support for community transportation planning, infrastructure and services*

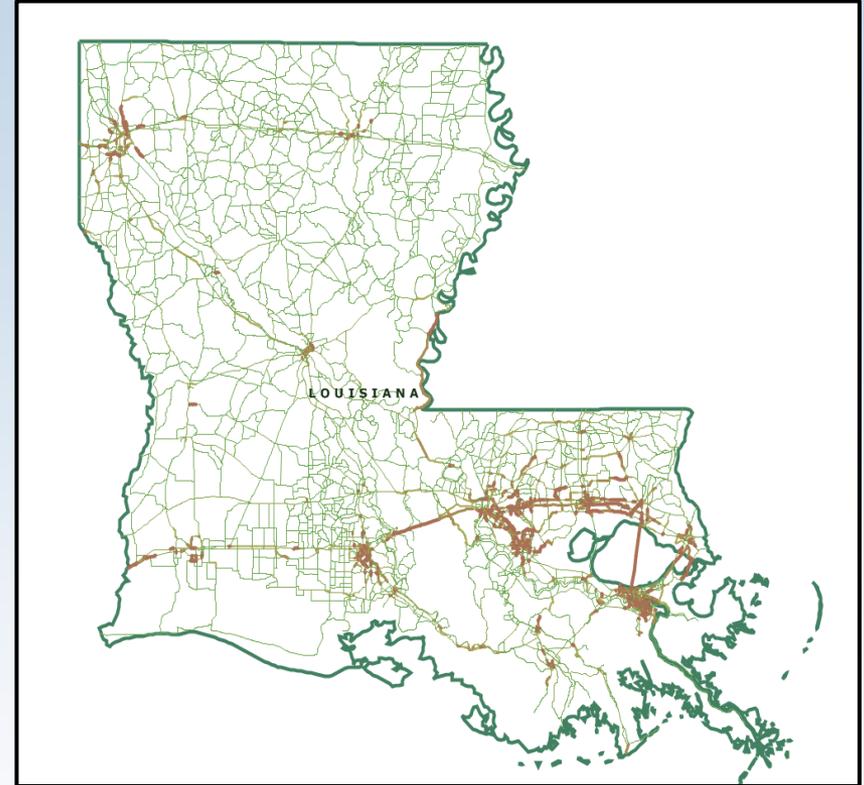
### Objectives

- Cooperate with and support MPOs and other local agencies in development of plans, including comprehensive Plans, and programs to ensure consistency with statewide goals, needs and priorities
- Provide support to local governments to seek sustainable revenue for local transportation needs
- Reduce barriers to state and local collaboration
- Enhance access to jobs for both urban and rural populations
- Improve modal options associated with supporting the economy and quality of life

# Technical Analysis - Statewide Travel Demand Model

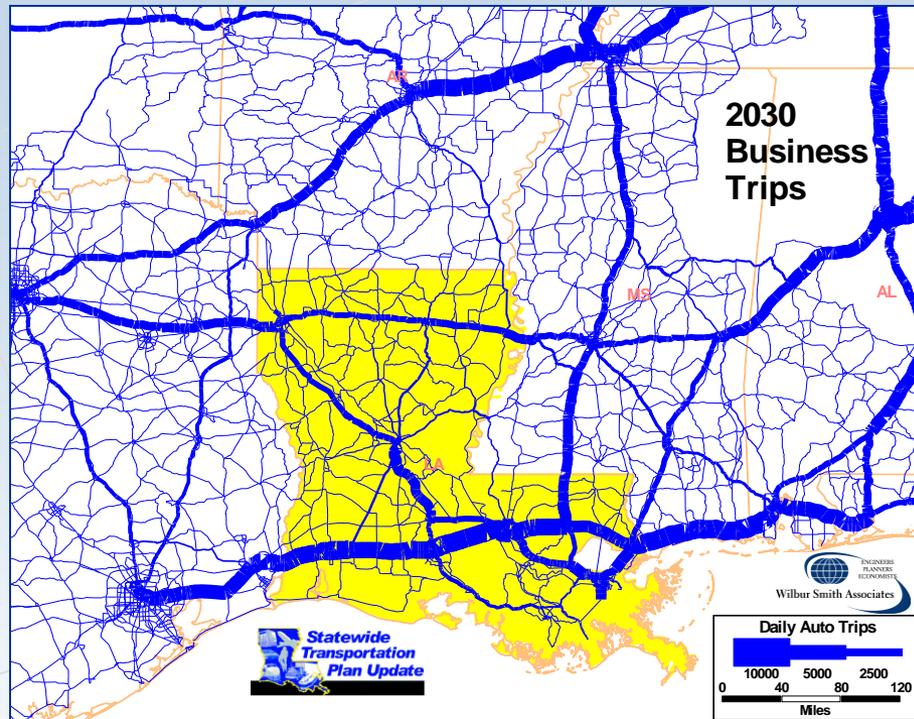


2010

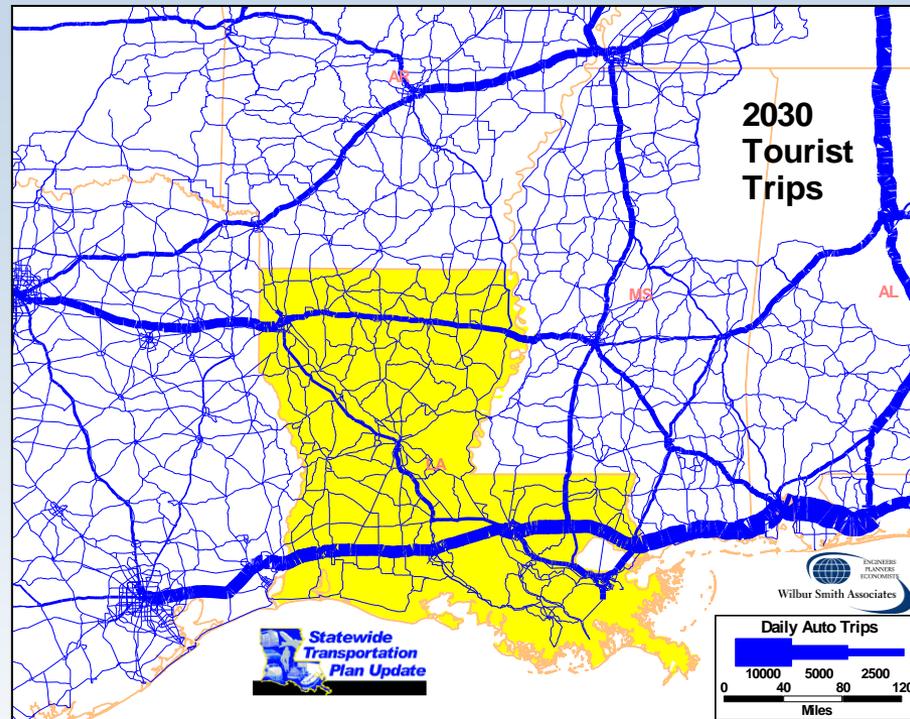


2040

# Technical Analyses – Mapping Travel Flows



Business Trips



Tourist Trips

# Stakeholder Input



**\*\*\*Regional Planning Officials received presentations on 102 Megaprojects**

# Key Issues to Consider

- **What tools do local governments need to become more autonomous?**
- **What do we do about the rural communities; do they have a future?**
- **How do we protect the integrity and character of local communities so they don't get absorbed into giant urban areas?**
  - Louisiana citizens want small and medium-sized cities with open space between them
- **How are we going to accommodate and serve an aging population?**
  - By 2040, one out of every five people in Louisiana will be 65 or older (1 of 8 now)  
How many?                      2040 = 1,051,790 people                      2010 = 558,940 people
  - By 2040, one out of every ten people in Louisiana will be 75 or older (1 of 16 now)  
How many?                      2040 = 550,530 people                      2010 = 246,340 people

# Financial Scenarios

**Scenario 1: Baseline – no increase in state or federal funds**

**Scenario 2: Reduction – no increase in state funds, decrease in federal funds**

**Scenario 3: Modest Increase – vehicle sales tax added to revenue stream beginning in FY 19-20**

**Scenario 4: Aggressive Increase – VST plus \$300 million/year added to revenue stream beginning in FY 19-20**

# Revenue Totals by Scenario

Mode	Scenario Revenue Levels, FY 2012 - 2044, Constant 2010 Dollars, in Billions			
	Scenario 1 (Baseline)	Scenario 2 (Reduction)	Scenario 3 (Modest Increase)	Scenario 4 (Aggressive Increase)
State Road & Bridge	\$15.6	\$13.4	\$24.5	\$31.0
Transit	\$1.8	\$1.5	\$1.8	\$2.3
Port	\$0.5	\$0.5	\$1.1	\$1.1
Aviation	\$0.7	\$0.7	\$0.7	\$0.7
Rail	\$0.0	\$0.0	\$0.1	\$0.1
<b>Total (Billions)</b>	<b>\$18.6</b>	<b>\$16.1</b>	<b>\$28.1</b>	<b>\$35.1</b>
<b>Annual Average (Billions)</b>	<b>\$0.56</b>	<b>\$0.49</b>	<b>\$0.85</b>	<b>\$1.06</b>

# Preliminary Transportation Needs

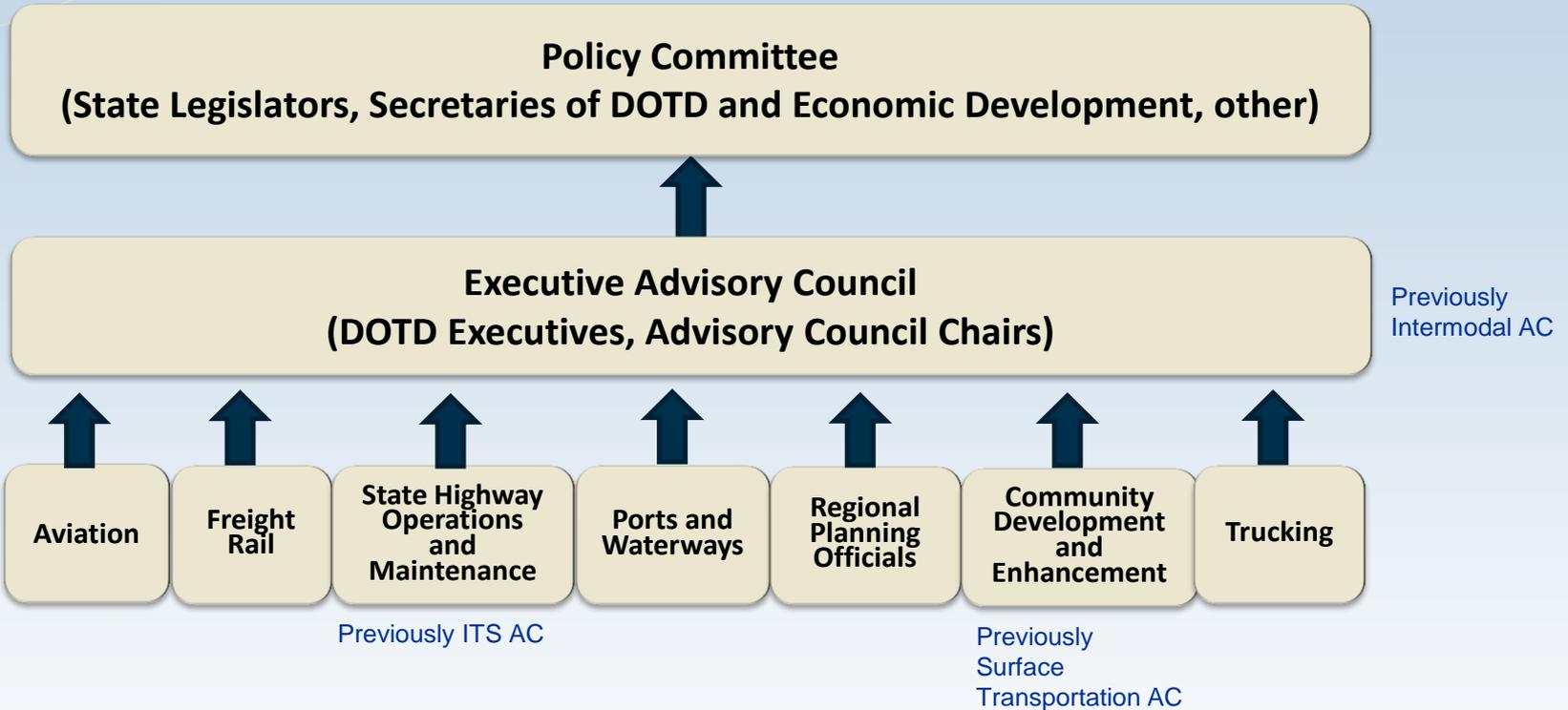
2012 – 2044 including current backlog

Category	Needs (\$B)	Definition
State Highway	\$22.95	DOTD pavement performance standards, current safety programs and address major congestion issues
Non-Motorized	\$0.38	10% of non-Interstate NHS, wider shoulders
Bridge	\$4.86	DOTD performance standards
Transit	\$7.11	Modest expansion for population growth
Port	\$7.11	Port improvements, dredging, deepening
Aviation	\$2.64	Address existing deficiencies
Pass/Freight Rail	\$0.14	Short term capacity needs
Pass/Freight Rail	\$1.84	Longer-term capacity needs
<b>Total</b>	<b>\$47.10</b>	

# Funding Gap: Needs vs. Baseline Revenues (Scenario 1)

Mode	Needs	Baseline Revenues	Funding Gap	Average Annual Shortage
	(Billions of Constant 2010\$)			(Millions of Constant 2010\$)
State Road & Bridge	\$27.8	\$15.6	\$12.2	\$370
Non-Motorized	\$0.4	\$0.0	\$0.4	\$12
Transit	\$7.1	\$1.8	\$5.3	\$161
Waterway and Port	\$7.1	\$0.5	\$6.6	\$200
Aviation	\$2.7	\$0.7	\$2.0	\$61
Freight & Passenger Rail	\$2.0	\$0.0	\$2.0	\$61
<b>Total</b>	<b>\$47.1</b>	<b>\$18.6</b>	<b>\$28.5</b>	<b>\$865</b>

# Decision-Making Process



# Policy Committee

- Senate President John Alario
- Senator Robert Adley
- Senator Mike Walsworth
- House Speaker Chuck Kleckley
- Representative Karen St. Germain
- Representative Stephen Pugh
- DOTD Secretary Sherri LeBas – *Policy Committee Chair*
- LED Secretary Stephen Moret
- Robert Scott, President, Public Affairs Research Council

## Duties:

- Serve as the final decision-making body for the update of the Louisiana Statewide Transportation Plan;
- Establish priorities among transportation-related, economic development projects and/or services;
- Advise other members of the Legislature, local elected officials, public and private agencies, companies, groups, and individuals on transportation issues pertaining to policies, regulations, programs, projects, and funding.

# Schedule

- **Target completion date = mid-Summer 2014**
  - Complete technical analyses
  - Complete stakeholder input
  - Formulate plan
  - Conduct economic impact analyses
  - Draft document ready in late Spring 2014
- **Asset Management Plan target completion = February 2014**
- **Draft Aviation Plan complete**
- **Freight Plan target completion = early Fall 2014**
  - MAP-21 compliant
- **Draft LA International Commerce Master Plan complete**
- **Draft Rail Plan complete**
- **Strategic Highway Safety Plan complete**

# What's at stake?

**The policies, programs, and projects in the Louisiana Statewide Transportation Plan are intended to:**

- **Support the wealth-building industries and employment that we already have;**
- **Strengthen our foundation for economic growth;**
- **Take advantage of opportunities in international trade;**
- **Enhance the quality of life for Louisiana citizens; and**
- **Send the message that our state is progressive.**